



City of Alexandria

Transportation Commission

Regular Meeting

July 20, 2016
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Councilman John Chapman, Chair Jerry King, Commissioner David Brown, Commissioner Ryan Jones, Commissioner Jake Jakubek and Commissioner James Lewis

Commissioners Absent: Councilman Tim Lovain, Commissioner Stephen Klejst, Commissioner Michaelis

Staff Present: Steve Sindiong – T&ES, Allan Fye – T&ES, Yon Lambert – T&ES, Patrick Reed - T&ES, Karen Callahan – T&ES, Nancy Williams – P&Z

Chair Jerry King called the Transportation Commission meeting to order at 7:05 pm.

1. June 15, 2016 Meeting Minutes

Chair Jerry King asked if there were any edits to the meeting minutes. He added that former Vice Chair Nate Macek submitted comments on the June minutes that were already incorporated.

There being no additional edits a motion to approve the minutes was made by Commissioner Jakubek, seconded by Commissioner Brown, voted on and unanimously approved by the Commission.

2. Updates to Receive (Consent Items)

The Commission received Funding Updates and Project Updates on the 2016 Transportation Long Range Plan; the WMATA SAFETRACK Plan; the Eisenhower West - Landmark Van Dorn Implementation Plan; the Motorcoach Task Force; and the Potomac Yard Metrorail Station.

Chair King inquired about a newspaper article regarding WMATA wanting to expedite funding requests from the jurisdictions. T&ES Director Yon Lambert answered that WMATA's funding cycle will remain the same and the City has not received any such requests. He added that WMATA is looking to provide funding requests to the jurisdictions earlier than the timeframe based on previous years to acquire agreements on funding for their operating and capital needs sooner.

Commissioner Jakubek stated that the Northern Virginia Transportation Authority (NVTA) approved \$66 million for the Potomac Yard Metrorail station, but did not provide any funding for the West End Transitway. He asked where the City will seek additional funding for the West End Transitway and how this will affect the project schedule. Acting Transit Services Division Chief Allan Fye responded that the City still has the \$2.4 million received in FY2016 from NVTA. He added the next phase of the project is the design phase and staff will be initiating a Request for Proposals (RFP) for that soon. The project scored well and staff will re-apply to NVTA in the next round. This round was a one year pot of money whereas the next round will be a six year program. Approving the project in the next round by NVTA would result in a six year commitment from NVTA. If the project can be justified to NVTA, it will be easier to justify it to the Federal Transportation Administration (FTA).

Chair King asked staff to expound on the two types of scoring of projects in the 2016 Transportation Long Range Plan (LRP). T&ES staff Patrick Reed stated the original scoring methodology was a composite score comprised of commissioner's individual scores. These were subsequently ranked. The requested revised methodology ranks each commissioner's individual score, add then adds those ranks together to create a composite score, which is then ranked again. The revised methodology resulted in similar project rankings, with an average difference (shift up or down in rank) of 1.79. The Commission recommended that to be consistent with previous years, and because of the clarity of the previous methodology the City should use the previous year's ranking system and input from June's meeting to establish priority of projects. The 2016 prioritized LRP will be placed on the September Commission agenda as a public hearing item.

Commissioner Jakubek inquired how WMATA Metrorail ridership in Alexandria was affected after the safetrack surges. T&ES Director Yon Lambert replied according to WMATA, surge 3 ridership was down 65-70%. DASH and WMATA supplied preliminary bus ridership numbers which reflected increases. He reported that City staff is compiling a report on the numbers which should be available before the September Commission meeting.

Commissioner Jones asked for a general update on the Potomac Yard Metrorail Station. T&ES staff Allan Fye reported that on June 16, 2016 City Council unanimously approved the Development Special Use Permits, Master Plan Amendment, and Map Amendment (rezoning) necessary for the station to move forward. He added that the review period for the Final Environmental Impact Statement (FEIS) ended on July 11, 2016 and the National Park Service (NPS) and the Federal Transit Administration (FTA) will each prepare and issue a Record of Decision (ROD). These documents are expected this fall. WMATA will advertise the design-build contract following issuance of the NPS ROD.

3. Commission Updates

Chair King reported the Vision Zero Subcommittee met immediately prior to the July 20 Commission meeting, and revised the Vision Zero resolution, which will be forwarded to the Director of T&ES Yon Lambert for review. Once the draft resolution is finalized by the Department of T&ES, staff will present the document to various City Boards and Commissions for additional feedback and incorporation before bringing back to the Commission for endorsement, and forwarding to City Council for approval.

Commissioner Jones reported a vacancy on the North Potomac Yard Small Area Plan Advisory Group. He asked if the new seat would be filled by a replacement member of the Lynhaven Civic Association. T&ES staff Steve Sindiong volunteered to find out the answer and inform Commissioner Jones.

Commissioner Lewis reported that the Ad Hoc Advisory Group on Confederate Memorials and Street Names held their final meeting. The group made recommendations individually and on the basis of whether to reject, make a change, suggest a change, or take no action. The final report will be completed soon, pending votes from all Advisory Group members before being forwarded to City Council.

4. SMART SCALE (House Bill 2) Grant Applications

T&ES Acting Transit Services Division Chief Allan Fye gave a brief background on Smart Scale, formerly referred to as House Bill 2. Mr. Fye stated that in 2014, HB2 was signed into law. In June 2016, the program was renamed SMART SCALE. SMART stands for System Management Allocation of Resources for Transportation. SCALE stands for the six project scoring attributes: Safety, Congestion mitigation, Accessibility, Land use, Environmental and economic development. The City's SMART SCALE allocations for FY2017 – FY2021 was \$5,295,000 for Old Cameron Run Trail; \$7,000,000 for Citywide Traffic Adaptive Signal Control; and \$1,000,000 for Broadband Link for West Eisenhower Ave. The second round of SMART SCALE will be for projects seeking funding for FY2022 – FY2023. Staff proposed that the Commission endorse the prioritized list of projects and funding amounts, which will be submitted individually. The prioritized order was the West End Transitway - \$20,000,000; the DASH Bus and Facility Expansion – \$7,000,000; the Traffic Adaptive Signal Control Fiber-Optic - \$7,000,000; the Backlick Run Trail - \$3,882,000; and the Van Dorn Multi-Modal Bridge - \$10,000,000. The Commonwealth Transportation Board (CTB) is expected to make its final approval on FY2022 – FY2023 allocations in June 2017. Commissioner Brown made a motion to endorse staff recommendations. The motion was seconded by Commissioner Jakubek, voted on and unanimously approved by the Commission.

5. Old Town North Small Area Plan Update

T&ES Acting Division Chief Steve Sindiong introduced Planning & Zoning Old Town North Project Manager Nancy Williams. She gave a brief background stating the current plan was adopted in 1992. The planning effort to update this Small Area Plan (SAP) began in September 2015. The Old Town North Small Area Plan planning area extends from Oronoco Street on the South to Dangerfield Island on the North between the Potomac River and along North Washington Street. Ms. Williams reported that in 1974, the City's Master Plan included goals and objectives to guide this area from an industrial to a mixed use neighborhood. The 1992 SAP provided urban design and zoning tools to further facilitate the transformation of the neighborhood. The 2017 SAP Update is to guide the anticipated new development over the next 20 years maintaining the goals of the 1974 and 1992 plans. The composition of the Advisory Group was established on June 23, 2015 under a Council resolution. The Advisory Group is anticipated to conclude in early 2017 with the Plan's adoption. The Advisory Group decided to approach the update by breaking tasks into the following planning categories: Planning, Urban Design and Land Use; Transportation; Housing; Infrastructure and Environmental Sustainability; Open Space, Recreation, and Cultural Activities; Historic Preservation; Economic Development; and Implementation. The Advisory Group also used the different planning categories to establish subcommittees. The process consists of five phases. Phase 1 is the plan framework. Phase 2 studies concepts from Phase 1. Phase 3 tested the concepts from Phase 1. The update is currently in Phase 4 to develop plan recommendations and pursue a transportation and parking study followed by plan adoption and implementation.

T&ES Transportation Planning's Acting Division Chief Steve Sindiong spoke about transportation goals of the plan as they relate to the 2008 Transportation Master Plan goals. A number of transportation principles and themes were developed for the SAP Update as a result of community

outreach and a charrette held early in the planning process. The transportation analysis is broken into three phases. Phase 1 included a preliminary examination of the potential two-way conversion of Madison and Montgomery Streets, an investigation of potential railbanking needs and the Norfolk Southern rail spur, an inventory of streetscape improvement needs, street connectivity options, and considerations for transit in the area. Phase 2 included a parking study to determine the existing parking utilization (on-street and certain off-street locations) in the Old Town North area, and preliminary recommendations. Phase 1 and Phase 2 of the transportation analysis has been presented to the Advisory Group. The third and current phase of analysis is a more detailed transportation study that identifies the traffic impacts associated with the proposed land use changes. The third phase will also include recommendations related to streets, non-motorized improvements, transit improvements and parking.

6. Other Business

Chair Jerry King suggested that staff should consider having a transportation industry representative present information to the Commission and community on trends in transportation, such as autonomous vehicles and the impact they will have to the transportation system. Acting Division Chief Steve Sindiong noted that a major focus of the Transportation Master Plan update, which will begin in FY2018, will be related to emerging transportation trends and technologies. Staff will also look at other opportunities for a forum on transportation trends.

Commissioner Jakubek made a motion to adjourn the meeting at 9:00 p.m. This motion was seconded by Commissioner Lewis, voted on and unanimously approved by the Commission.